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Something About Ireland

In 1847 Ireland had a population of nearly 9,000,000. Now its population is less than half that, about 4,250,000. Nearly 50,000 of its strongest, ablest, brightest young people, the flower of the country, emigrate annually, about 95 per cent of them to the United States. During the last century at least 90 per cent of Irish emigrants came to this country, so that today it is estimated by a writer in Travel magazine that not less than 20,000,000 of our people have a large percentage of Irish blood. At a natural rate of increase, Ireland should have three times its present population or more, even taking into consideration that it is an old country, long ago rather densely populated, says the Portland Journal.

Ireland has only 32,000 square miles of land surface, but the greater portion of this is exceptionally favorable to the raising of grains, roots, fruits and cattle and it has large mineral resources, and water power excelled by but few countries. Under just laws and wise administration, Ireland could easily support a population of 20,000,000, but it has been landlocked half to death for centuries. Famines have occurred, too, but these were due in part to the people as well as in part to unavoidable causes. There has been no wide-spread famine there for a long time.

Emigration has not been without its compensating feature, for in times of distress the emigrants to other countries, especially to the United States, where they had generally prospered, were able to help the home folks, and money in volumes has flowed back to the afflicted "owld sod." On numerous occasions it has been the Irish Americans who have kept the wolves from the old home doors, and reconciled the home folks to the expatriation of their sons and daughters. A writer says that in at least 20 of the 32 counties of Ireland it is rare to find a family without at least one representative in America, and some families have four or five members here; and that in all the poorer counties along the western coast there is hardly a comfortable house that has not been built with American money.

If this emigration has thus in one way been a gain rather than a loss to Ireland, it has on the whole been an immense, incomputable gain to this country. The Irish have been in the forefront of every-thing accomplished in this mighty, wonderful land of progress and achievement. They are prominent in every walk of life, in every profession or occupation, and their sanguine Celtic blood has furnished a strain to our national life-blood that has enriched it beyond realization. Without the Irish that have come over to become Americans, we would be in comparison poor indeed.

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DO NOT DELAY. ACT AT ONCE. THE FUTURE OF THE PAPER DEPENDS UPON THE SUPPORT PLEDGED IN THE NEXT FEW WEEKS. IF THE PAPER CHANGES HANDS IT WILL ONLY BE TO SOMEONE IN HEARTY SYMPATHY WITH ITS PRESENT POLICIES.

An Unfortunate Predicament

"The unfortunate predicament of the Hamburg-American ship Cleveland," says the San Francisco Chronicle, "is a direct result of the failure of the American people to support the American merchant marine. This ship is just now an excursion steamer, with a load of passengers from New York who are traveling around the world and will returned to New York. If the ship were returning to New York there would be no trouble, but, unfortunately, the last leg of the journey is by rail from this port. The ship will therefore have carried passengers from one American port to another and be subject to a fine of \$200 per passenger," says the Oregonian.

All of which is very distressing, but it is a far-fetched line of reasoning which places the blame for the predicament on the American people who have failed to support the American merchant marine. It is not even clear that the Cleveland is in an unfortunate predicament, but if such is the case, the blame must rest solely with that rapacious band of ship subsidy seekers, who persistently refuse to lend a hand to a revision of our absurd navigation laws.

The American people are willing to support a merchant marine in the same manner in which it is supported by other nations. That particular branch of the American people that the Chronicle is blaming for their failure to support the American merchant marine, are willing and ready to aid the cause whenever the hungry subsidy-seekers abandon their plan for raiding the treasury and adopt the plans that are followed by England, Germany and every other nation that has achieved success on the ocean. Why should the Cleveland be in an "unfortunate predicament?" Can the Chronicle offer any good reason why our statute books should be cluttered with an idiotic navigation law which compels a vessel, after steaming around the world with American tourists, to discharge them in Victoria and Vancouver, instead of San Francisco, or in lieu thereof pay a fine of \$200 for each passenger?

Is it absolutely necessary that legitimate business on the high seas be thus hampered and obstructed in an effort to bludgeon the American people into support of a ship subsidy? To alleviate the sorrow which the Chronicle displays over the plight of the Cleveland, it may be said that the Government has become sufficiently convinced of the absurdity of the venerable law that was to be invoked on the Cleveland, and that it has agreed to arbitrate the matter, the owners of the Cleveland deposited \$1000 as a guarantee of good faith. Thousands of travelers, who go abroad every year from New York, return to Boston and other ports on the same ship in which they sail, after making much shorter cruises than that of the Cleveland. There is not very much water for the ship subsidy wheel in the Cleveland incident.

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